

EISENHOWER WEST/ LANDMARK VAN DORN *IMPLEMENTATION* Advisory Group

17 September 2018



Agenda

- Air Quality Analysis Update
- Development Updates
- Transportation Improvements
- Developer Contributions
- Landmark Mall Re-planning Process
- Questions & Next Steps



An aerial photograph of an industrial and residential area. A large, multi-lane highway interchange runs diagonally from the bottom left towards the top right. To the left of the highway, there are several large industrial buildings with flat roofs, some of which are white and others are grey. There are also some green spaces and parking lots. To the right of the highway, there is a dense residential area with many small houses and streets. The overall scene is a mix of urban development and infrastructure.

Air Quality Analysis Update

Air Quality Modeling Study

Modeling study examined plan approved building heights within ½ mile radius of Van Dorn Metro Station



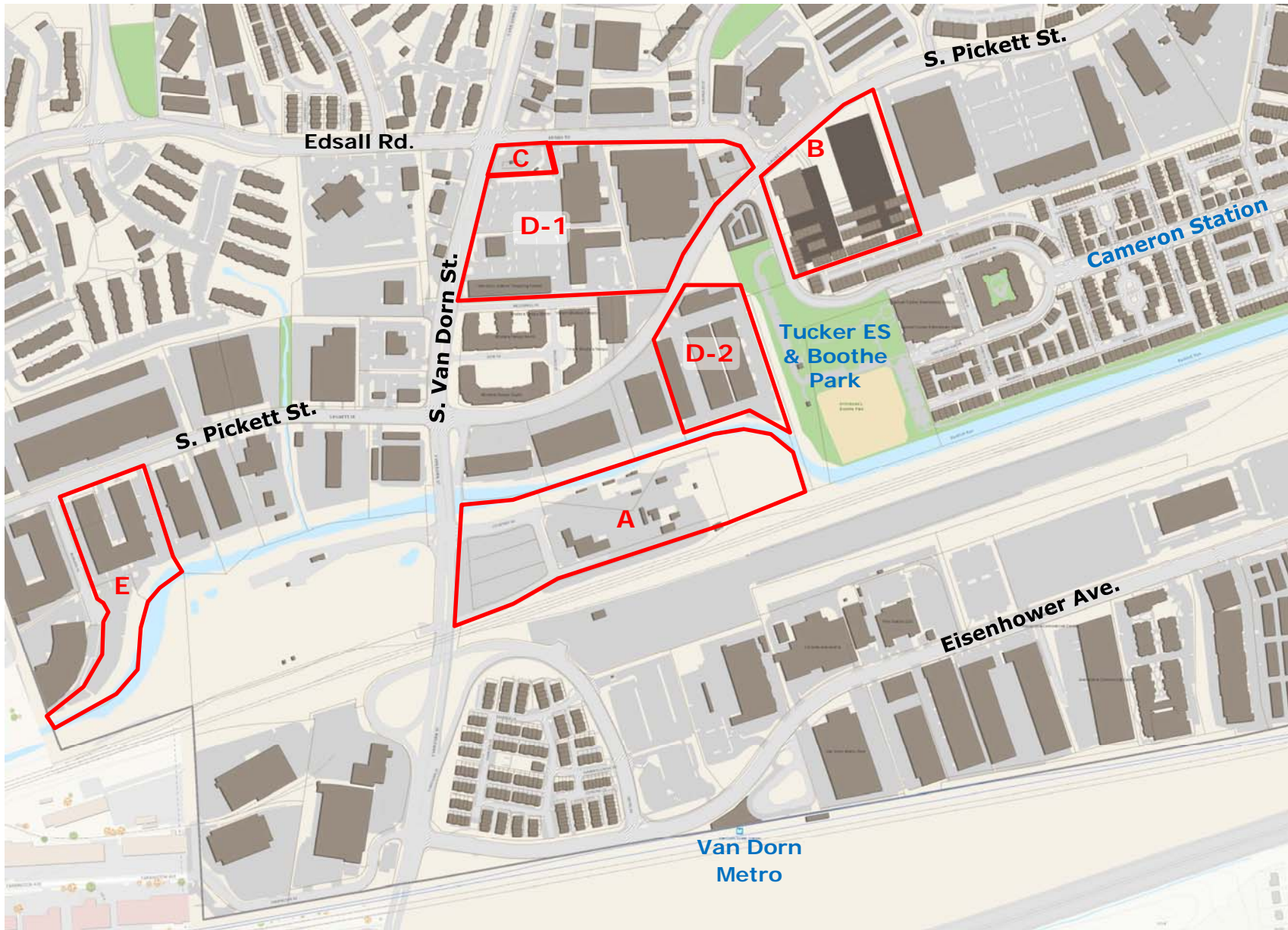
Findings

- Covanta and Virginia Paving operations do not cause any air quality issue for all existing surrounding land uses
- For future proposed buildings in the Eisenhower West & Landmark/Van Dorn Small Area Plans
 - Tested Virginia Paving at maximum theoretical production levels and state emissions limit. At this level, Virginia Paving could potentially exceed air quality standard at some locations.
 - However, Virginia Paving plant production does not reach this maximum theoretical production level by a large margin
 - August 2018 stack test data (obtained by a third-party consultant) concluded Virginia Paving normal operations will not exceed air quality standard
 - to be verified by forthcoming analysis



An aerial photograph of an industrial and commercial area. A large, dark, rectangular body of water or a large industrial tank is the central feature. To the left of this central area, there are several large, white, rectangular industrial buildings and parking lots. To the right, there are more industrial buildings, some with blue roofs, and a large, curved road or highway. The background shows a dense residential area with many small houses and streets. The text "Development Updates" is overlaid in the center of the image.

Development Updates



Development Updates

A. Virginia Paving SUP

- Condition #75 review
- SUP scheduled for public hearings in Spring 2019

B. Cameron Park

- Brandywine open; townhouses under construction; Building A construction started in July

C. Edsall Shell

- Final Site Plan approval pending



Development Updates

D. Greenhill Coordinated Development District (CDD)

- CDD request is distinct from a Development Special Use Permit
- Project has been divided into two CDD requests given that two SAPs are involved (D-1 and D-2)
- Submission recently reviewed for the northern portion - within Landmark-Van Dorn
- Up to approx. two million square feet
- Request may be heard at December public hearings



Development Updates

E. Public Storage/BoatUS

- CDD, Development Special Use Permit, Master Plan Amendment (MPA) and other land-use requests
- Six-story self-storage building with ground-level commercial/"maker" space
- Future multifamily residential to the south
- Open space dedication
- Verification of Completeness submission reviewed
- Request anticipated to be heard at November public hearings



An aerial photograph of a city, likely Los Angeles, showing a large highway interchange (San Diego Freeway) and surrounding urban areas. The image is used as a background for the title slide.

Infrastructure Plan Update

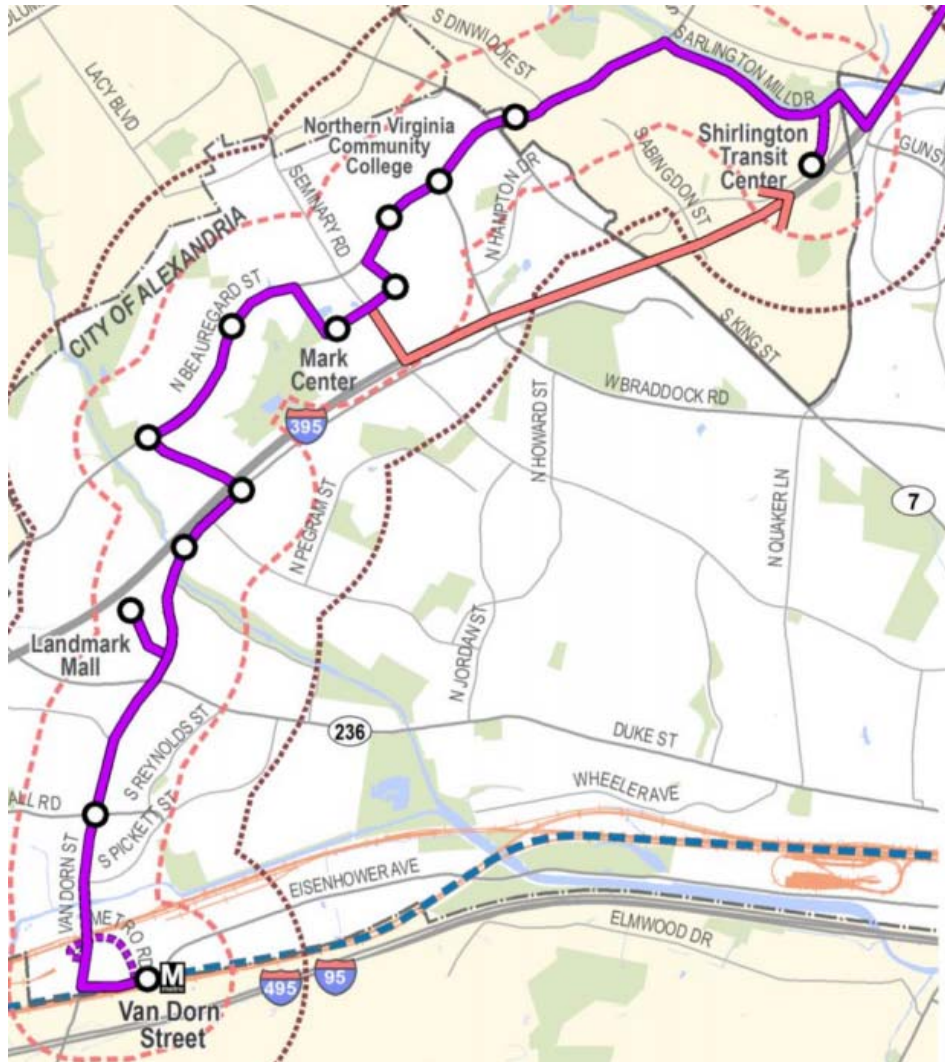
Roadway Infrastructure

West End Transportation Improvements

- West End Transitway
- Backlick Run Multi-use Trail
- Landmark Mall Re-planning
- Spot Improvements
- Roadway Infrastructure Plan
 - Multimodal Bridge
 - Eisenhower Avenue straightening
 - Development of key grid of streets



West End Transit Way



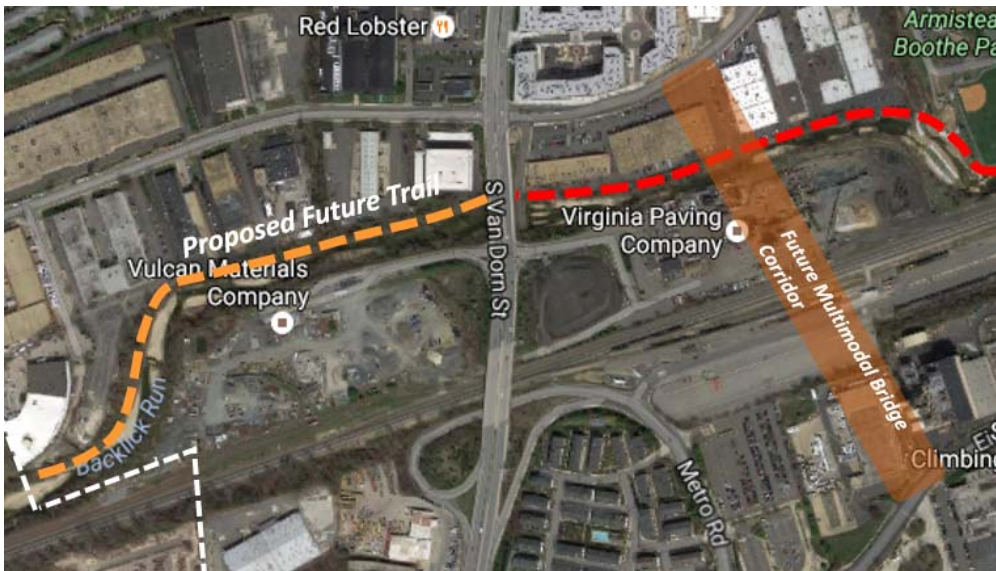
- Transportation System Management Costs \$70 million

Benefits of the Transitway

- Improve connectivity and increase access for residents, visitors and employees to major transit and employment centers
- Improve travel time reliability for transit users
- Improve the safety of the transportation network



Backlick Run Multi-use Trail



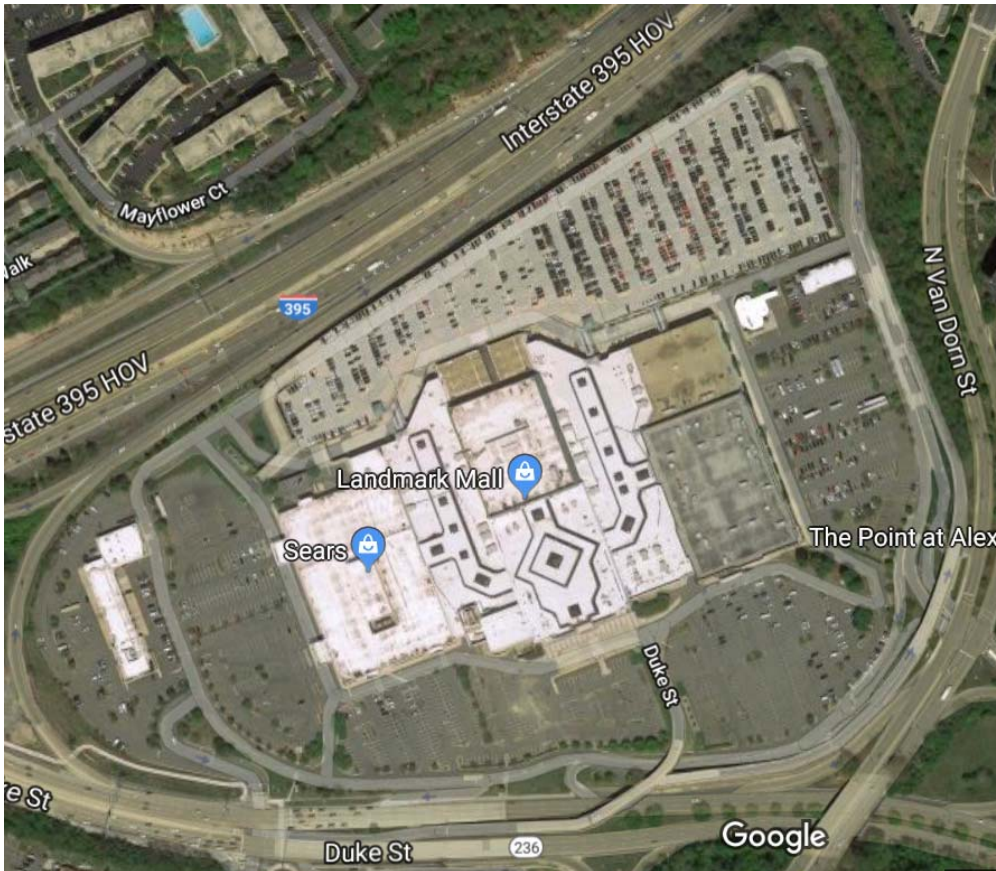
- Length: Approximately 2,300 feet (15 feet wide)
- Stream restoration along Backlick Run
- Received \$7,162,783 in SmartScale Funds for design and construction

LEGEND

- — — — — East Backlick Run Trail
- — — — — West Backlick Run Trail



Landmark Mall Re-planning



- The City has Applied for SmartScale Funds to implement transit access, pedestrian and bicycle improvements
- Total amount requested: \$10 million
- New and improved sidewalks, safe crossings & pedestrian islands
- Increase permeability and provide access to adjacent properties and neighborhoods



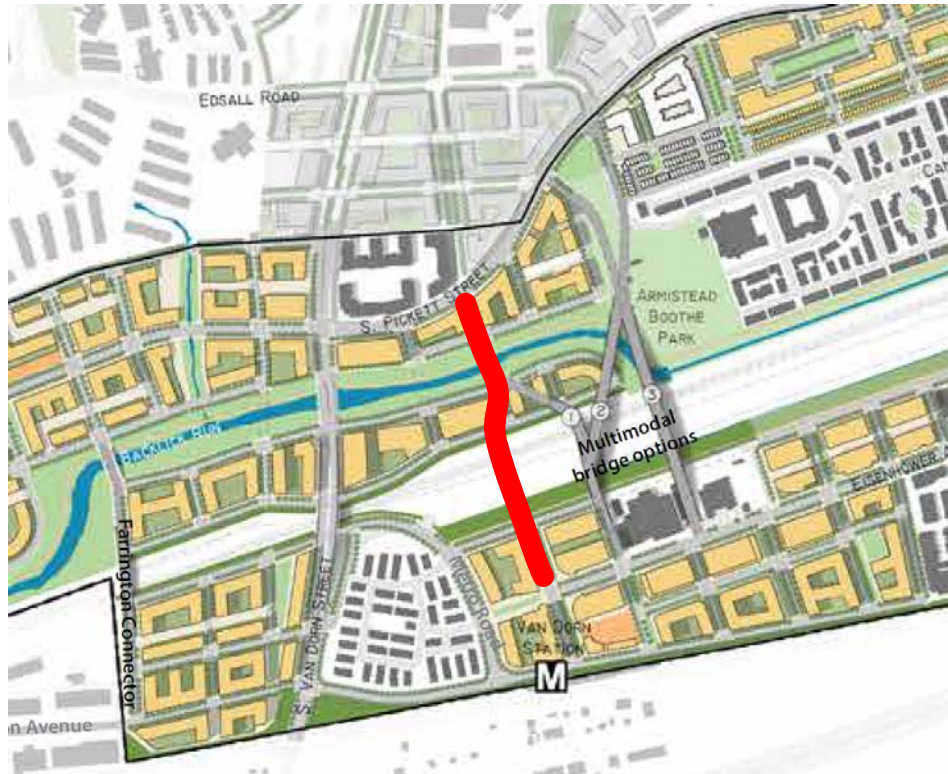
Initial Spot Improvements



1. Van Dorn/Eisenhower Avenue
2. Van Dorn/Edsall Road – Minimal
3. Van Dorn/Pickett – Minimal
4. Pickett/Edsall – Minimal
5. Van Dorn/ Main (not in map)
6. Costs for all spot improvements: \$2.5 million



Roadway Infrastructure Plan



DRAFT COST ESTIMATES:

- Draft concept design for Multimodal Bridge: \$151 Million.
- Does not include cost escalation to future build year

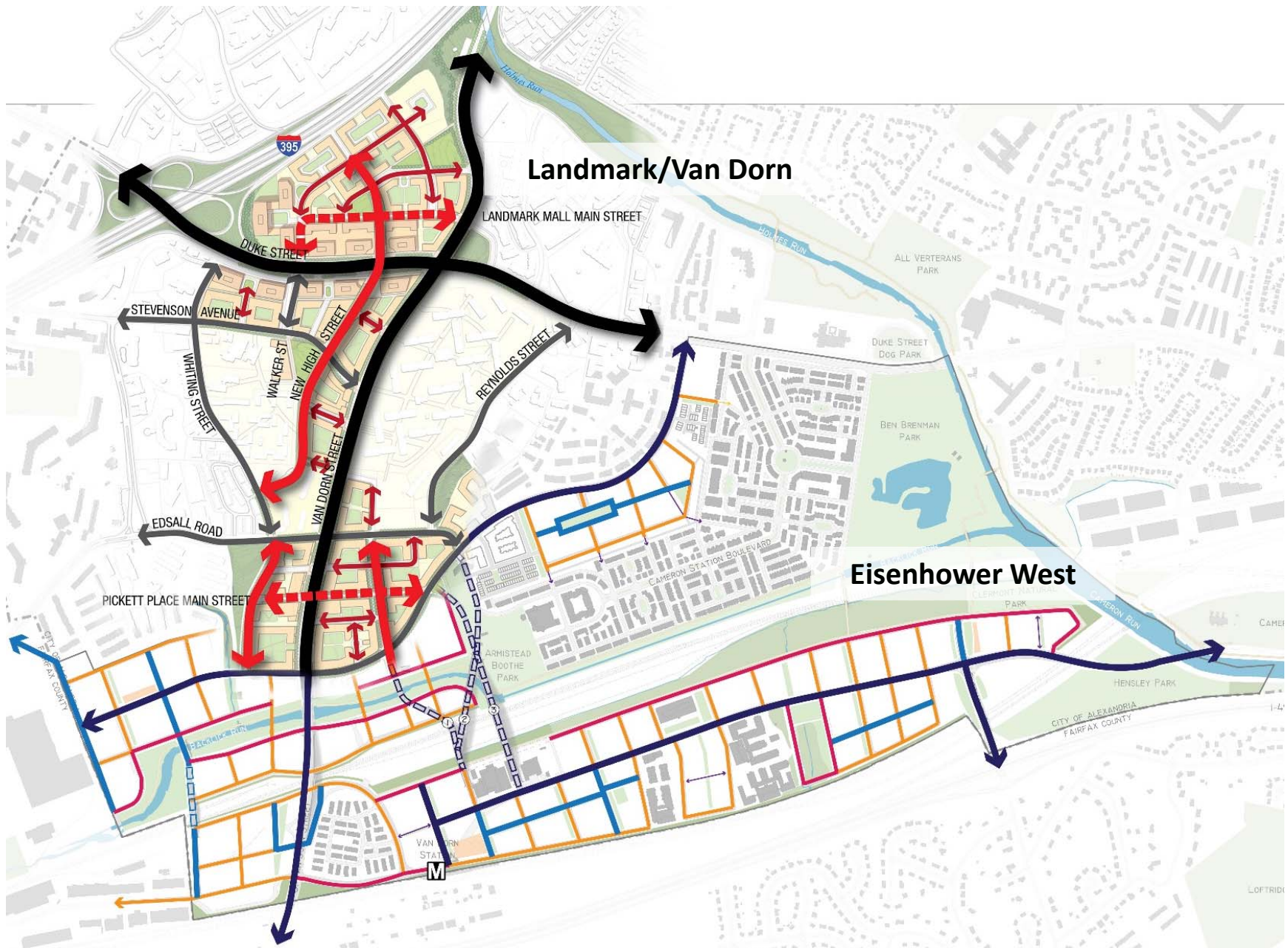
Constraints:

- Trends in construction costs
- Design constraints given railroad facilities



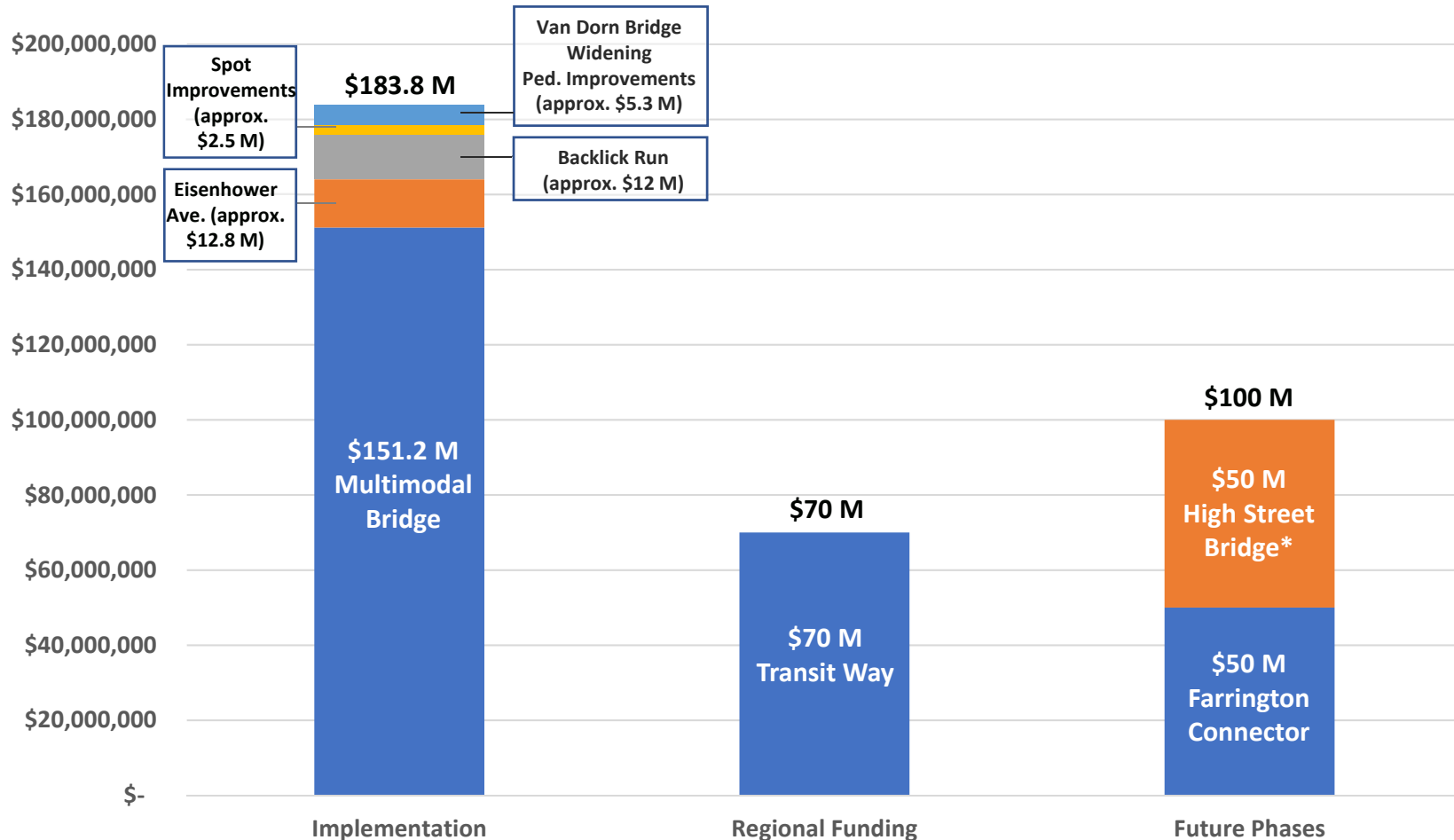
An aerial photograph of a city landscape. In the center, a large industrial or commercial area is visible, characterized by numerous large, rectangular buildings with flat roofs, some of which are white and others are grey. To the left of this area, there is a residential neighborhood with smaller, more densely packed houses and streets. A major highway with multiple lanes runs diagonally from the bottom left towards the top right, passing between the residential area and the industrial zone. Several baseball fields are scattered throughout the landscape, including one in the upper left and another in the lower left. The overall scene depicts a mix of urban development and infrastructure.

Developer Contributions



EW-LVD Projects & Estimated Costs

(2018)



*To be discussed as part of Landmark Mall Re-planning Process



Developer Contributions

- \$3/ Square Foot = Catalyst Phase
 - +/- 3,000,000 SF of development
- \$7/ Square Foot = Non-Catalyst Phase
- City Contributions: 20% Incremental Tax

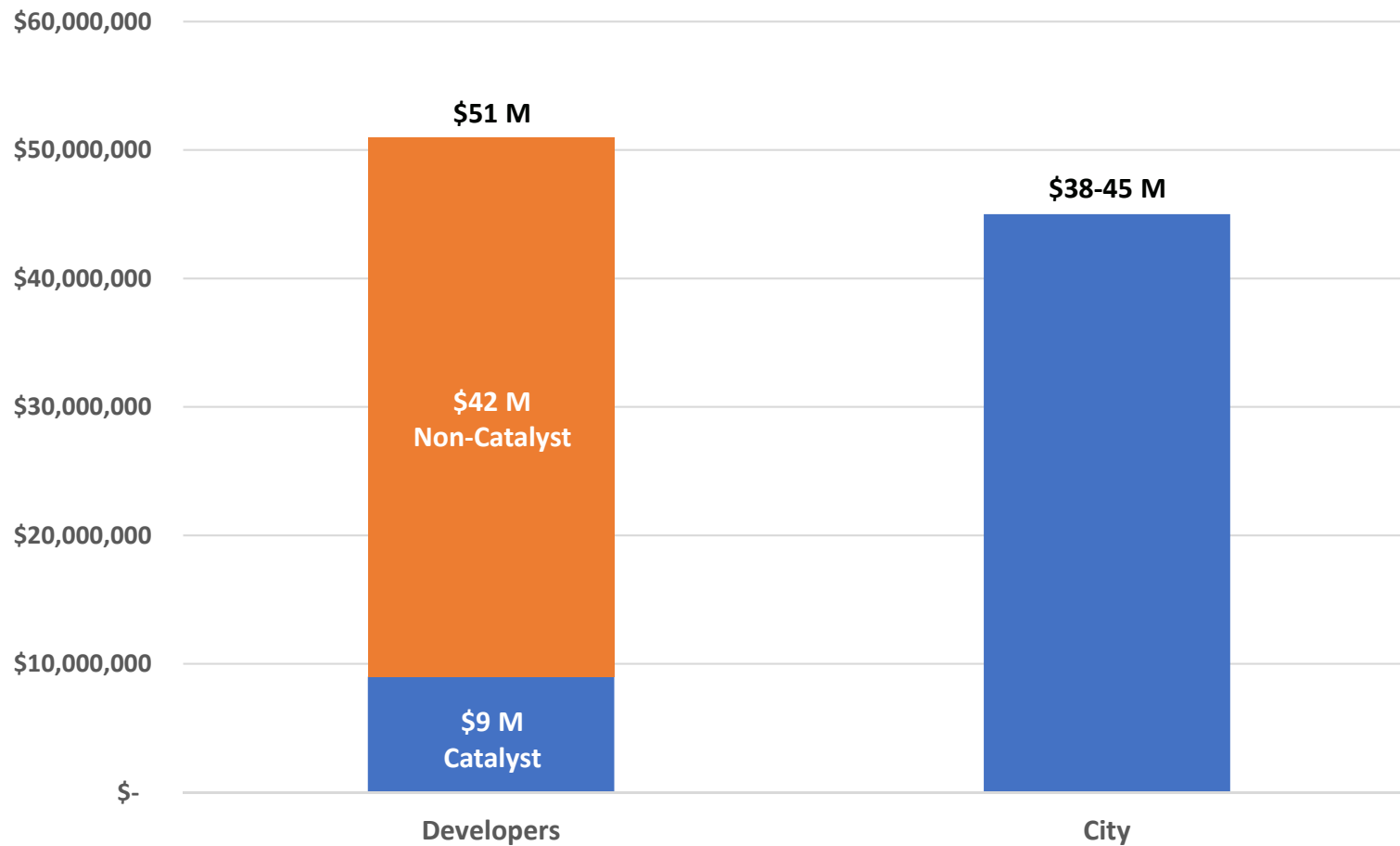


Developer Responsibilities

- All on-site streets required by the Small Area Plan (SAP)
- All on-site open space required by the SAP
- Rezoning/ development requirements
- Developer contributions



Contributions – Funding (10-15 yrs)



Assumes: 3 M sq. ft. (Catalyst) and 6 M sq. ft. (Non-catalyst)



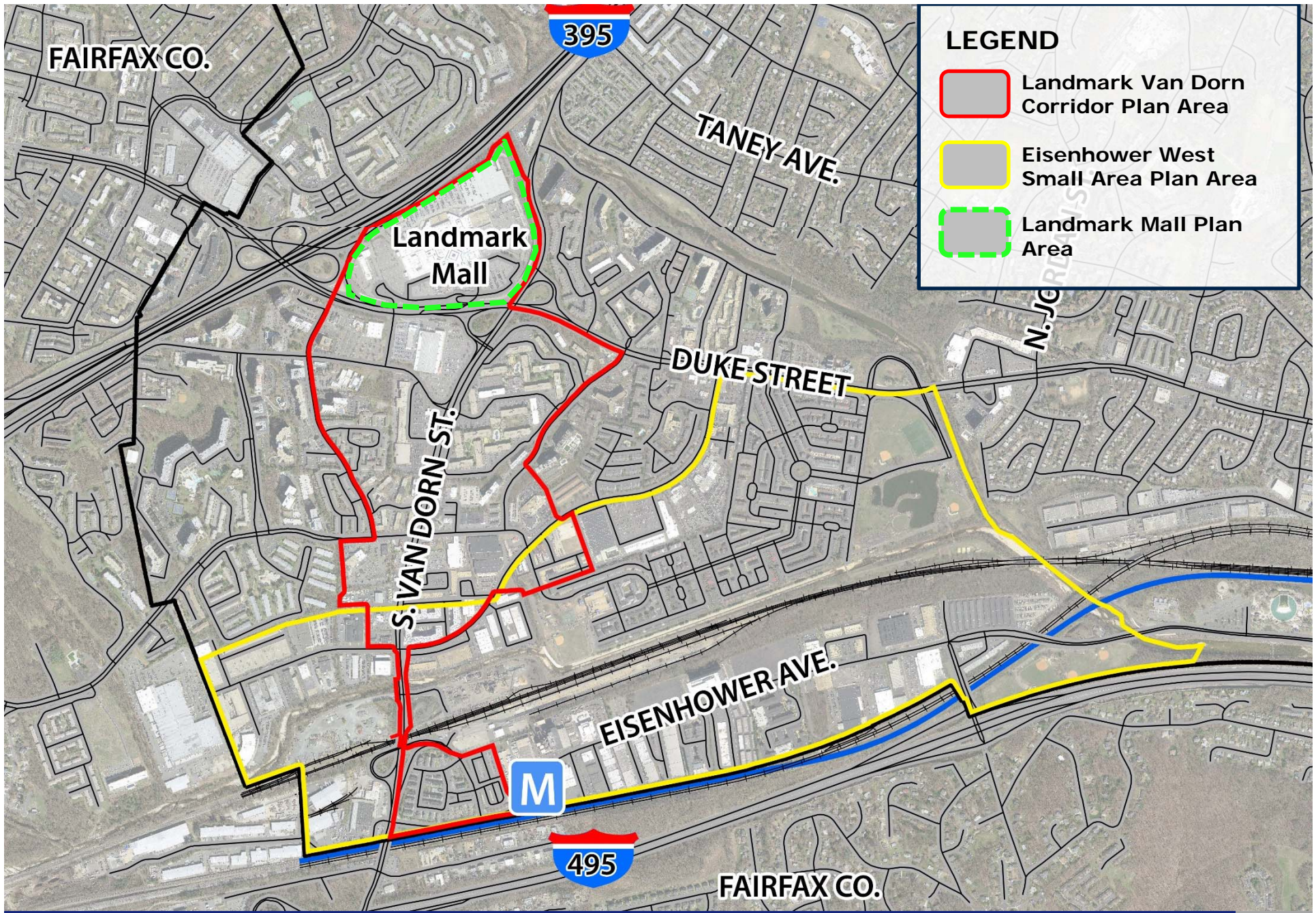
Next Steps

1. Continue discussion with property owners and representatives
2. November PC/CC Hearings on Developer Contributions Policy



An aerial photograph of a large commercial and industrial area. A multi-lane highway runs diagonally from the bottom left towards the top right. To the left of the highway, there are several large industrial buildings with flat roofs, some of which are white and others are grey. There are also some green spaces and parking lots. To the right of the highway, there are more industrial buildings, some of which are blue and others are white. There are also some green spaces and parking lots. The overall scene is a mix of industrial and commercial development.

Landmark Mall Re-planning Process



Why Re-planning Now?

- Refine mall site framework plan
 - Ownership/ acquisition changes
 - Shifting market
 - Builds on previous community engagement processes and approved Small Area Plan
 - Master Plan Amendment to Landmark/ Van Dorn Corridor Plan



Background

1963 – Open-air Mall built (51 ac)

1989 – Renovated & enclosed

2006 – General Growth Properties (former owner) announces plan to convert to open air mall; *never realized*



Background

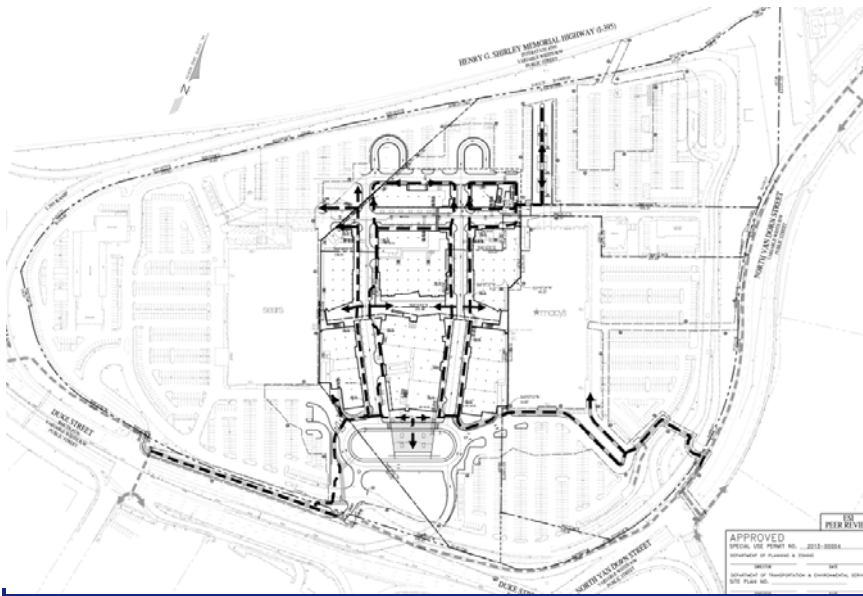
2009 – Howard Hughes Corporation (HHC) acquires central portion of Mall;
Landmark/Van Dorn Corridor Plan adopted



Background

2013 – HHC's phased redevelopment and mixed-use proposal for central portion of Mall approved

2015 – Approval for additional residential & flex space;
now expired



Background

2016 – HHC acquires Macy's store & adjacent parking

2017 – Carpenter's Shelter moves temporarily into former Macy's

2018 – Wonder Woman filmed



Building from LVD Corridor Plan

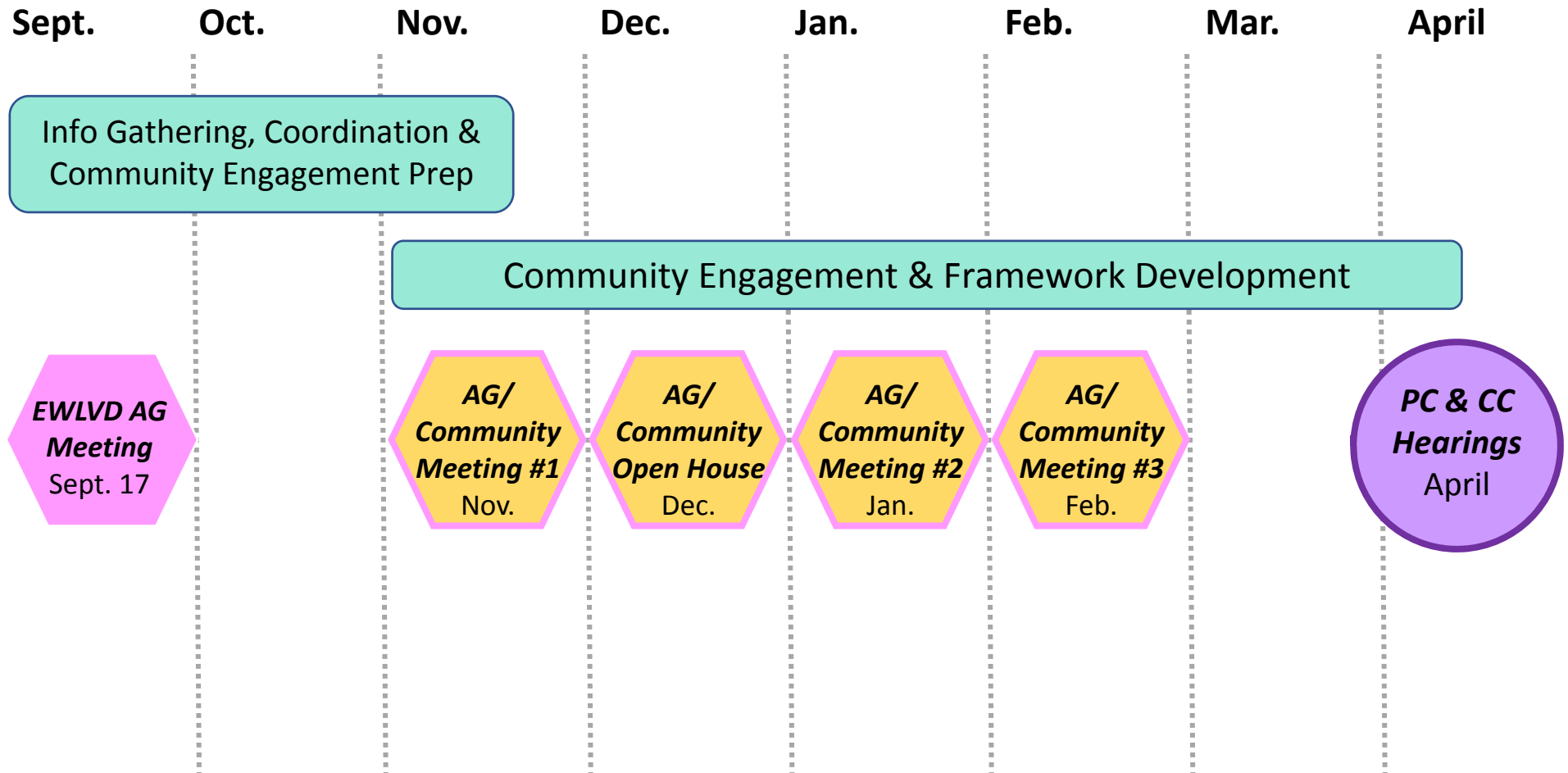
- Previous community input
- Development intensity
- Heights
- Multimodal transit
- Urban mixed-use neighborhood

Refining:

- Framework Streets
- Circulation/Connectivity
- Land Uses
- Open Spaces



Re-Planning Process



AG Members

- Resolution 2843 approved by City Council Sept. 11 adds 2 new members
 - West End Business Association (WEBA)
 - Howard Hughes Corporation
- New EPC Representative appointed Sept. 26
- Open Call for 1 Vacated AG member Position:
 - Business Representative



Questions & Next Steps

- Landmark Mall Re-Planning Process
AG/Community Meeting #1 – 2nd Week
in November (date/time TBD)

